



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Transport Airplane Directorate  
1601 Lind Avenue, S.W.  
Renton, Washington 98057-3356

February 4, 2011

Exemption No. 9791C  
Regulatory Docket No. FAA-2008-1249

Mr. Ronald J. Hinderberger  
Lead Administrator  
Delegated Compliance Org., Commercial Airplanes  
The Boeing Company  
P.O. Box 3707, MC 67-LR  
Seattle, WA 98124-2207

Dear Mr. Hinderberger:

This letter is to inform you that we have amended Exemption No. 9791. It explains the basis for our decision and describes its effect.

### **The Basis for Our Decision**

By letter BDCO-11-00319 received in our office January 24, 2011, you contacted the Federal Aviation Administration (FAA) on behalf of The Boeing Company for an amendment to Exemption No. 9791. That exemption, from § 25.853(a) of Title 14, Code of Federal Regulations, allows Boeing temporary relief from the flammability-testing requirements for various interior panels on multiple Boeing airplane types, as listed in Partial Grant of Exemption No. 9791 and Letter Grant of Amended Exemption 9791A. The amendment you request would extend the exemption expiration date nine months, from February 28, 2011, to November 28, 2011.

Your e-mail includes no change in the conditions, and reasons relative to public interest and safety, that were the basis for granting the original exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested amendment to the exemption would not set a precedent.

### **Our Decision**

The FAA has determined that the justification for the issuance of Exemption No. 9791 remains valid with respect to this amendment and is in the public interest. As noted by Boeing, the FAA and Boeing have been working on a common-joint-construction Means of Compliance (MoC) for the last 5 months, and further work is required to complete the remaining certification projects before the time-limited exemption expires. Due to

complexities in defining testing necessary to ensure an effective MoC, we agree that additional time is needed to define both the MoC criteria and schedules for all compliance deliverables.

Therefore, under the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant a nine-month extended exemption, per your petition request, to expire November 28, 2011.

**The Effect of Our Decision**

All conditions and limitations of Exemption No. 9791 remain the same. This letter must be attached to, and is a part of, Exemption No. 9791.

Sincerely,



Ali Bahrami  
Manager, Transport Airplane Directorate  
Aircraft Certification Service